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SIR WILLIAM FAIRBAIRN.

Sir William Fairbairn was born at Kelso, in Scotland, on the 19th of February, 1789. His father was Andrew Fairbairn, a farmer in humble circumstances. His early education was therefore very meagre; but the mechanical genius which distinguished him in after life showed itself on several occasions while he was yet a boy. At the age of sixteen he was apprenticed to the Percy Main Colliery Company, with wages at eight shillings per week, which he was enabled to increase by overwork. His duties were mainly in the engineering department of the works. What he learned here practically, he supplemented by a regular course of study in the evenings. Every evening of the week had its appointed work, — Mondays, arithmetic and mensuration; Tuesdays, history and poetry; Wednesdays, recreation, novels and romances; Thursdays, algebra; Fridays, geometry and trigonometry; Saturdays, recreation. His persistent efforts, aided by great natural ability, enabled him to remedy in great part the want of early training.

At the age of twenty-one he went to London in search of work, and remained there about two years. Thence he worked his way through the south of England and Wales to Ireland, remaining in Dublin, at the Phœnix Foundry, about six months. In 1814 he made his way to Manchester; and, after working there about two years as a journeyman millwright, he commenced business for himself, in connection with a shopmate, James Lillie, — a partnership that continued fifteen years. His specialty was mill-work; and he soon made such improvements in the machinery of mills that his success in life was at once assured. Here he began the introduction of wrought iron as a building material; and to his persistency and success in its use is due much of the credit of the subsequent rapid increase of the employment of wrought iron in machinery, bridges, and ships. In 1831 he built a small iron vessel, one of the first constructed; and its success was so great that he established in 1835 the extensive works for iron ship-building at Millwall on the Thames, where, in the next fourteen years, he built about one hundred and twenty iron ships, some of which were of very large size.

When Robert Stephenson was engaged upon the designs for the Conway and Britannia bridges, Mr. Fairbairn, in connection with Mr. Hodgkinson, made an elaborate series of experiments to determine the best form of tubular girders, and thus contributed materially to the success of those works. These experiments, and others upon solid and built iron beams, upon riveted joints, the properties of cast iron, collapsing tubes, and steam-boilers, have been highly appreciated by engineers. Many valuable papers on these and other subjects in mechanical engineering were published by him in the British Association Reports, the Transactions of the Royal Society, of the Institution of Civil Engineers, and of the Philosophical Society of Manchester.

Among Mr. Fairbairn's works may be mentioned: "Mills and Millwork," "Canal Steam Navigation," "The Application of Iron to Building Purposes," "Iron Ship Building," "The Strength and other Properties of Hot and Cold Blast Iron," "The Strength of Locomotive Boilers," "The Iron of Great Britain," "The Strength of Iron Plates and Riveted Joints," "The Strength of Hollow Globes and Cylinders exposed to Pressure from without," "The Cohesive Strength of Different Qualities of Iron and Stone," "The Strength of Iron at Different Temperatures," and "Useful Information for Engineers."

Mr. Fairbairn received many honors in recognition of his valuable labors. He was a Fellow of the Royal Society and of the Academy of Turin, a Corresponding Member of the Institute of France, and a Member of the Institution of Civil Engineers and of Mechanical Engineers. He was elected a Foreign Honorary Member of this Academy in 1862. He received the degree of LL.D. from the Universities of Cambridge and Edinburgh. He was made a Chevalier of the Legion of Honor, and was created a Baronet in 1869.

He died at Moor Park, the residence of his son, Aug. 18, 1874.

FRANÇOIS-PIERRE-GUILLAUME GUIZOT.

François-Pierre-Guillaume Guizot was born at Nîmes, Oct. 4, 1787, and died Sept. 12, 1874. Thus his long life of eighty-seven years stretched over the series of revolutions through which France has passed in a century. His father was guillotined in 1794, and he himself became an exile in 1848. He soon returned to his native country, and for a quarter of a century was a witness of its latest experiments and vicissitudes, but no longer a leader or even an actor in them.

Guizot received his education at Geneva, whence he removed to Paris in 1805, to enter upon close and severe study, which soon bore fruit and brought him into notice. One of his early undertakings was an annotated edition of Gibbon's "Decline and Fall of the Roman Empire," — a labor which helped to equip him for his distinguished treatment of the same subject many years afterwards. Before the fall of Napoleon he was made Professor of Modern History in the Faculty